

**Milwaukie Monthly Meeting
April 18, 2011
Public Safety Building**

Staff Present:

Kenny Asher, Community Development & Public Works Director
Wendy Hemmen, Light Rail Coordinator
Katie Mangle, Planning Director
Jeanne Garst, Administrative Supervisor

Claudia Steinberg, TriMet
Leah Robbins, TriMet

9 Residents in attendance -Dave Aschenbrenner; Mike Miller, City Councilor; Ed Zumwalt; Ray Bryan; Dion Shepherd; Arlene Miller; Bill Corti; Jim Perrault; Rob Kappa; and Mark Pender, MHS

Introductions of those present.

Kenny provided an overview of the night's meeting. *Kenny changed the format of the meeting to a less formal meeting. Less presenting and more listening on how citizens think it is going. The project is changing and we need to have a constant dialog about what is going on.*

Kenny reviewed that agenda for tonight. Items for discussion:

- *Circulation*
- *Retaining Walls*
- *Kellogg Bridge*
- *Process of Final Design - TM's internal process*

Question: What bridge is Kenny referring to?

Response: Kellogg Structure

Kenny talked about the impact to the city and changes that will follow. We as staff want to explain what is going on.

Katie gave examples:

- Maintenance concerns for the project. Controlling graffiti and keeping the structures in good stead.
- Designing to the budget. May not being exactly what everyone wants.

Question: Would we not accept more cuts down the road to keep what we want?

Response: Leah said that their intention is to budget into the design. They are coming up to 60% design. We have a good track record for staying in budget with the design that is proposed. They have to look at the whole project budget concerns.

Response: Kenny said that on 7/12 there will be a new cost estimate for the project. That will be the first contractor pricing. We are hoping that at 60% we will find we can start putting things back. If we do have to start taking more things out we would get back together to figure out what elements can change. We may find nicer elements for the money we have. We need to understand from the citizens what they prefer from the choices we have. There is a design pallet for the entire project.

Comment: The Bridge over Kellogg is a very ugly bridge and a massive structure.

Question: Mike Miller. TM has taken elements out of projects and he wanted to know what else might be taken out. Where is the list?

Response: Kenny said that there are two elements that had been deferred. One is the side platform. The other is the stairs that lead to the Springwater Trail at Tacoma.
Katie said that the reduction in size of the parking structures may affect Milwaukie.

Comment: Ed Zumwalt. The reduction in parking will cause people to park in the neighborhoods. It is a real impact on the city. Ed said that he heard that all the cuts will be at the south end of the project.

Response: Leah. That it is not true.

Kenny said that it is a factual error. Park and Rides are still a point of discussion. If it is important to citizens to have more parking at P&Rs they should let TM know.

Katie. If given choices - which would they choose - more parking or a second platform at the Lake Road Station?

Comment: Dion. She would like to see the elevated bridge eliminated and have the line at grade across McLoughlin.

Response: Kenny. The line cannot cross at grade. It is an issue for ODOT. The tracks will not come down to grade. There was a review process with the PC and DLC. They did not hear any negative comments about the bridge at that meeting.

Response: PC member. The design has to follow regulations.

We cannot afford a bridge like Portland. The negative information in the paper seemed to come out of nowhere.

Response: Katie. The PC/DLC meeting was a work session and it will be discussed at a public hearing.

Comment: Dion. Staff and the PC and DLC is trying to do the best with the designs that are given to them.

Response: Wendy said they were trying to stay away from the design used along I-205.

Comment: Arelene. There has been a lot of discussion around the Tacoma Station. People living in IS were shocked and their whole way of life is changing. People still don't know that it is coming. Can the whole line be laid out before it is started?

Response: Leah said that is what we are doing now.

Response: Kenny said that there are people who are going to hate how the project looked. Big changes are hard.

Comment: Arlene said it was supposed to go down 224.

Response: Kenny. Only the CC speaks for the City. It is a controversial project and will continue to be controversial. There are also going to be people who love the project. We knew the Kellogg Bridge was going to be controversial. The bridge has to be out of concrete or steel. Moving from concrete to steel is a big improvement. PC/DLC agreed that a steel bridge is an improvement and moving in the right direction. The railings are an architectural feature of the bridge.

Response: Katie. She and Kenny have looked at a lot of bridges in the region to find one that would be the best fit for Milwaukie.

Comment: Arlene said that at the IS meeting Wendy was talking about added greenery and shrubbery. Is there going to be money for that? How far is the station from the High School?

Response: Wendy. It is across the street.

Comment: Rob Kappa. He said that he takes LR all the time. Light Rail stops in front of St Mary's academy all the time and the students use it. He does not like the bridge. Will it be in the middle of the creek and will it impede the fish movement?

Response: Leah. They know that it is an issue. It is hard to know where to put the column so that it is not in the stream when the stream it is recreated. The project will span the creek area.

Comment: Rob. There has to be some esthetics, but it has to protect the stream.

Response: Wendy. The steel columns allow for better placement. The TT and Kellogg Creek crossing will be directly under the bridge.

Kenny said that he wanted to share that it appears that we are not going to be recommended for the bike-ped grant for the Kellogg Bridge. Not official but the word on the street is that we won't make the final cut. TM, as a good partner is looking for money in other places. The bike-ped bridge wouldn't be built until 2014. It is an enhancement to the project that wasn't in the original plan. The City should be looking at what enhancements we want and are willing to pay for. TM is still designing the structure to accommodate the bike-ped bridge in the future when we have the money to build it.

Question: Ed. Are we getting the QZ?

Response: Wendy. We got approval for the QZ improvement project. There is also some money in the CIP.

Response: Kenny said that the Tillamook Branch QZ is not going to be cut. It is important and is in the base plan and in the agreements with the RR, Milwaukie, and Portland.

Comment: Ray. The federal standards would allow the line to be built w/o the QZ.

Response: Kenny. We would not allow it to be built w/o the QZ.

Response: Leah. The QZ is through the FRA and is different than the EPA requirements.

Question: Arlene. Is there a list that shows what the citizens of Milwaukie will be responsible for paying and who has the authority to make those decisions.

Response: Kenny. The City has committed 5M through an IGA. It will not be changed w/o agreement of the Council. December of 2000 there was an agreement to pay 5M of the 1.47 Billion cost.

Question: Arelne. What about upkeep after 2015? How much will citizens be taxed? Who will be planting shrubs and doing the upkeep?

Response: Leah. It is a mix of TM and the City. A draft list of the improvements that will explain whose property they will be on and who maintains them is being prepared. TM maintains all the lines, structures and gates. COM will be responsible for street maintenance.

Question: Mike. Who is responsible for all the plantings along the line and in the medians?

Response: Leah. It depends on where the plantings are. TM will be looking at the first review this week. There will be a maintenance agreement with the City for this.

Question: Ed. Are we being charged for the Cl Cty share also since we are in the county?

Response: Kenny. It depends on the issues. If it rises to the level of the City Council it will go before them.

Comment: Mike. He wants the 5M to go to a vote of the citizens. We don't have 5M. The citizens have to buy into it or it will be a bone of contention with them.

Response: Kenny. He has never seen a pole that does not support light rail. If they are asked to pay for it you won't get 50% support. If you ask people to pay for any service that is beneficial they are not likely to vote for it. Reneging on a contract is not good for the city. Our reputation is on the line and our ability to bargain for anything will be diminished if we do.

Comment: Rob. Auto travel is not sustainable. Road repairs are not cheap. All the stormwater runoff at the Clackamas Town Center property is failing. The catch basins in downtown Milwaukie work very well. The P&Rs need to have good runoff.

Comment: Ed. People support schools, libraries and parks. There has been so much anger over the old proposals. There was a recall over light rail.

Response: Leah. This is a different line and a different system than back then.

Comment: Arlene. It was voted down twice in the 90s. It was going through Milwaukie and this one is too.

Comment: Rob. Take a look at improvements along the Interstate line.

Response: Kenny. It will always be controversial even when it is successful.

Circulation Patterns Discussion.

We can talk about circulation patterns and all the modes of transportation - cars, bikes, peds. Staff reviewed the drawing for the station area. The city has come up with a plan that provides more design direction. The big changes are at Lake and 21st, Adams and 21st and Washington and 21st.

Question: Arlene asked about the TT.

Response: Katie said that it does not come into downtown.

The diagram presented is mostly about bikes.

The plan for Lake Road coming into downtown is two lanes of traffic and bike lanes. A median would go in to protect bikes and peds. It goes into a 'T' where Lake Road bends going to 21st. A left turn pocket for bikes to turn onto the new Main St extension will be created. There is a ramp to go onto the sidewalk. We don't want bikes crossing the tracks by the station - the angle of the tracks is not safe. Cyclists are going to want to be able to get onto the platform. There is new bike path under the new Kellogg Bridge wide enough for bikes and peds and will give them access to the station. On the north side of 21st we are retaining parking. A median is proposed at the intersection of 21st and Lake. The new Main Street extension will be 'skinny' to slow traffic down. No trucks will be allowed. There is a 10ft height restriction under the overpass over the new Main Street extension. People can use it to get to downtown, but there will be bikes, peds and a potential plaza that will need to be a slow zone. It is more for bike and ped use, but cars can also use it.

Continuing north on 21st no bikes will be allowed on the street. There will be wide sidewalks to accommodate peds and bikes. It will be a multi-use path. We are looking at a 16ft sidewalk/path. It will have very good signage. That area will be a 'go slow' zone. There is no long-term parking in the area. We don't want a park-and-ride in the area.

Question: Arlene. Where are people supposed to park?

Response: Wendy. It will be one of the busiest lines in the system. There will connections to several bus lines. You would have to go to a P&R if you want to drive to a station.

Moving north there is a small jog across the lines to a sidewalk on the west side. There will be a wide sidewalk for multi-use. Adams becomes a bike and ped road only. Emergency vehicle access will be allowed. Visibility issues at 21st and Adams will result in a signal. Other options just don't solve the problems. TriMet's traffic engineer is recommending a signal. It becomes a safety issue. The distance between Adams and Washington is short. We don't want buses or cars parking on the tracks. Most buses will stop at 21st and Washington. It is a short walk to the station.

Some bikes will take the stairs to the platform. There is going to be bike parking on the platform.

Crossings will be raised. There isn't a lot of space for cueing at the intersections. About 3 cars can stack up. It looks like there will be 3 signals - 21st and Adams, 21st and Washington, and a light at Washington and the RR tracks that is triggered by traffic backing up.

Leah said the traffic signals are very standard. The signalization helps stop traffic and clears out the traffic on the lines when a train is coming. It is about safety and not congestion.

Comment: Arlene suggested that all cars be taken out of the area and make it pedestrian.

Response: Kenny said that the signage will be clear.

The intersection at Washington and McLoughlin is being looked at for a different lane configuration - double left or double right.

Comment: Ray said there should be a light at Washington and Main.

Response: Wendy said that we are hiring a firm to look at that intersection and what can be done.

Response: Katie said that the issue at 21st is about safety and not necessarily traffic flow.

Comment: Ray. Signalizing could force people to other routes.

Response: Kenny. As downtown grows it will cause changes in traffic in downtown. There is a model that shows traffic at 2030 and the flow in downtown. It flows better than expected and it flows well. We are studying it to see what the ramifications are.

Question: Mike. What happens when school is getting out? There will be a lot of kids exiting at the same time. When all the kids are driving out at the same time it is a lot of cars to cue up.

Response: Kenny said they are looking at those issues. It will be twice a day, not all day long.

Response: Wendy said the traffic engineers did look at those factors.

Comment: If the school stops bussing kids there will be more parents dropping their kids off and more kids driving.

Response: Kenny. Next month we will have better plans and bigger drawings to look at.

Comment: Arlene asked about the plaza location.

Response: Kenny asked Leah to talk about the S&S process.

Response: Leah. As the process progresses and it becomes more real they look at ped crossings to the station. They have passive things in place to get peds to the station at specific access locations. They are looking at the south access. There are a lot of people looking at the design and how it is built for S&S. TM does not like to 'pass through' a station and stop stop beyond the end of the station. They want to stop only at the platform and not have station overruns. It does happen occasionally. The staff has been reviewing these issues because our station is closer than the normal requirements. It is important that there is access at both ends of a platform. The design decisions have to balance the needs of TM and ped safety. They have come up with a plan that gives TM the needed 91 feet of stopping area.

Question: David. Will that show up in the next drawings?

Response: Leah. Yes.

Kenny said that there are maintenance issues for TM.

City staff has been working with TM to get what we need at the station and still meet the safety requirements. It was important for us to have access from the south for access to Kronburg Park and the IS area.

Leah talked about the maintenance issues for finishes at the station.

Kenny talked about wall finishes. He asked if people knew there had been a decision about finishes. We didn't get to that tonight. It will go to the DLC.

Comment: Dion said that there are issues for the schools.

Response: Kenny. It is a process question.

Question: Ray. Are we doing the board design? He would like to see some different options.

Comment: Rob said he thought there were better options.

Response: Wendy. The walls go from 20 ft down to 4 ft.

Response: Kenny. Is it a good agenda item for a future meeting? Consensus was that it was.

Question: Dion asked if we get to talk about bridge design and the elevated structure in Ardenwald? She wants to talk about it at the next meeting. We need aesthetics as an add-on.

Question: Leah asked what noise concerns do they want addressed.

Response: Dion. Wheel noise.

Response: Leah said it was in the budget to mitigate for that.

Question: Dion asked if there can there be an independent evaluation.

Response: Kenny. What he is hearing is if there is a way to make it more livable, that is what people want.

Question: Dion asked if there is a sound wall in Ardenwald?

Response: Leah said there is short barrier - it is not a sound wall but it does reduce the sound going out from the train. It is a barrier for people walking near the train and for maintenance staff.

Question: Arlene. Has the IS meeting been brought up to Council?

Response: Councilor Chaimov was there.

Question: Has flooding in the area been taken into account?

Response: Kenny said that Federal standards don't allow for the runoff. We will be looking at it also.

Comment: David said it would be helpful to see the top level of the bridge.

Response: Leah said that the picture shows the top with the railing.

Question: Rob asked about the noise walls at Goose Hollow.

Response: Leah said it creates a canyon effect.

Question: Dion asked about the houses on the bank in IS. They were concerned about the 'bounce' from the trains.

Response: Kenny said that the architectural design should not be changed to address what may not really be a problem.

Question: Rob asked about landscaping to mitigate noise.

Response: Leah. It would have to be too thick to make a difference.

Question: Dion asked about the noise from all the trains going through the neighborhood. It is a livability issue.

Wendy asked if they are willing to sacrifice the view corridor for walls. Trains going around the corner will be going 25 miles per hour. In Ardenwald it will be around 50mph. It is a lot slower in Island Station.

Question: Dion asked if there is time to look at those things before the decision is made.

Response: Leah. Yes.

Question: Ray. Is there a possibility of the project acquiring more property for the electrical poles to mitigate the impact on IS?

Response: Leah said PGE looked at it and they could not make it work. She will get the documentation from PGE.

Wendy said there was a women on Island Station who had not been following the project and her property is not directly impacted and wanted to know if TM could buy her property.

Response: Leah said they have to follow the guidelines of the FTA and cannot acquire property that is not directly affected by the project.

Kenny wrapped up the meeting.

We will do art next month and conceptual design. We will also talk about concerns that came out of this meeting.

Katie thought there was likely be a PC/DLC meeting in May.

The open house scheduled for May has been cancelled. There will be one on June 30th.

Kenny invited people to the ribbon cutting for the big bridge. Construction begins on July 1.

Question: Will there be a NR Overlay review of the Kellogg Bridge?

Response: Katie said that yes there would be a review. There is a new code be written, but will not affect the bridge much.